

Triumph Mayflower Club



Worldwide Membership

AUTUMN ISSUE 2011 No. 138



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

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Please note that all the above committee members fulfil their positions in their spare time and not
as a full-time occupation, so when contacting them other than by letter, please ensure that
you choose a reasonable time of day

FLOWER POWER
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Cover: Picture of a Romanian Mayflower Limo sent in by a car enthusiast, see letter on page 10. Also a cartoon of Larry and Linda Spouler from Vancouver, Canada

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Editorial

Dear club members,

Hopefully September will give us some more dry hours than the last months have done in Europe. I haven't been driving my Mayflower a lot due to the bad weather, though I was able to attend a short rally organised by the company I work for. We were the oldest car attending and everyone loved the Mayflower.

We know though that not everyone loves the Mayflower, including James May, please take some time to read his article, I guess he was on another planet indeed.

In the next issue of *Flower Power* I would like to write an article on how to add "modern" indicators to the Mayflower without ruining its great looks and by maintaining the original indicators as well. The idea is to use the brake light and the small front lights as indicators, just to make driving our car a bit safer. I have some ideas on this "conversion" but if anyone has already undertaken this project please send me the details so we can share this with the other members.

I have also received copies of articles from newspapers in the USA on Larry and Linda Spoulers' Mayflower. A great read!

Also in this issue you will find a great story from our new member Tony Mondello from Australia; a rally report; some pictures of a very long Mayflower; and an electrical question from Russ and Kathy Hoenig.

Enjoy reading and please keep on writing!

Welcome

On behalf of the club welcome and happy Mayflowering to our new members:

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Due to the new data protection regulations (GDPR), this page is not currently available.

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If you have an email address and wish to receive club updates electronically please send your email address to John Oaker at johnchoaker@btinternet.com

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Instruction Handbook



Copy of the original Handbook priced at £8.00 (Part No. TMC 152). Available from the Spares Secretary

Copy dates

Copy deadlines to send your articles for the next editions of *Flower Power* are December 1 2011, March 1 2012 and June 1. All correspondence should be sent to Nico ten Wolde by post or by e-mail in English, German, French or Dutch.

Triumph Mayflower a wallflower no more

**An article from the
Edmonton Journal
of August 2 2011**

The 1950 Triumph Mayflower that has been a consistent star at Vancouver car shows over the past year came back to where it started at last month's KMS Tools classic car show.

The car spent eight years stuck on the wall at the company's headquarters in Coquitlam, B.C. KMS owner Stan Pridham and staff used it to demonstrate bodywork products and techniques. It was in dire need of a body restoration, and that seemed like a good start.

COLLECTOR'S CORNER

In 1998, KMS had a booth at a Vancouver classic car auction when company founder Pridham spotted the car in the lineup for the auction block. "It was really cool because it looked like a mini Rolls-Royce," he recalls.

He got a bidder's card, and by the end of the auction, the Mayflower was his. "I decided to drive it home and was going along Broadway nearing Commercial when it started to backfire and sputter."

He limped through the intersection, drifted into a parking lot and called a tow truck. The car ended up at his headquarters and was

hoisted by forklift out of the way onto a palette rack against a wall. That's how the Mayflower became a wallflower.

Triumph enthusiasts Larry and Linda Spouler started looking for a Mayflower after Linda expressed interest in the "cute little car" when she saw one at a U.S. show.

The Spoulers became regulars at the annual KMS classic car show and saw the Mayflower hanging on the wall. When it became surplus to the needs of KMS, there was a "lift off" and the Spoulers brought their Mayflower home.

That launched a total frame-off restoration, with Larry completely dis-

continued on Page 4

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Tiny Rolls-Royce look-alike rescued from auto shop shelf



PHOTOS: SUPPLIED, ALVIN EDWARDS

The sharp styling of the Triumph Mayflower made it an instant hit when it was introduced on to the public in 1949.

assembling the car and meticulously restoring every mechanical part. "In the three years it took to put this car back on the road, she needed a lot of help from a great many people," Spouler said.

He credits two great friends, machinist Barrie Puffer and body and paint specialist Andy Twarog, as being instrumental in completing the restoration.

"Without these two talented individuals, the Lady Mayflower would still be a wallflower," he says. "She wouldn't be able to dance, and she wouldn't have the new makeover to be seen in public."

Linda's first time in the driver's seat came one early weekend morning when Larry and his son pushed the rolling body two kilometres down a main road in Richmond to the paint shop.

Standard Motors of Britain introduced the prototype 38-horsepower



This 1950 Mayflower spent years hanging on the wall at the KMS Tools store in Coquitlam, B.C., before being restored.

1.25-litre Mayflower in the fall of 1949 as both a domestic and export model. The "razor edge" styling of the four-passenger car was a sensation when it was introduced at the London Motor Show.

The first production Mayflower rolled off the line on June 30, 1950,

When production ended in July 1953, Fischer and Ludlow had built 35,000 Mayflowers. Thousands of the cars were sent to Canada. The Mayflower was tested with a top speed of 62 miles per hour and delivered up to 35 miles per gallon for economical motoring.

The Triumph Mayflower was designed to provide luxury car looks and features at affordable prices. It was priced at 505 pounds. By comparison, a Morris Minor sold for just 382 pounds. Possibly to touch the patriotic side of potential American buyers, the new Triumph Mayflower featured a radiator ornament depicting the Mayflower ship that brought the Pilgrims to Cape Cod in 1620.

The Spoulers believe their car was sold new in Nova Scotia before going coast to coast to take up residence in North Vancouver with a lady owner who bought it because she had been driven to school in a similar car.

Diminutive Linda Spouler loves driving the Triumph Mayflower that was painstakingly and lovingly restored by her husband and friends. During the restoration, the original flathead four-cylinder engine was discarded in favour of a much more powerful 1300-c.c. Triumph Spitfire engine coupled to the original column shifted three-speed manual transmission.

To embellish the look, the Spoulers have added luxury touches, including a fold-out rear seat picnic tray and a full leather interior. It was only fitting that the small regal classic was displayed front and centre at the 2011 KMS Tools' car show.

*Alyn Edwards is a classic-car enthusiast and partner in Peak Communicators, a Vancouver-based public relations company.
aedwards@peakco.com*

Thanks to Larry and Linda Spouler who sent in this article



Owner Linda Spouler in the driver's seat of her beautifully restored 1950 Triumph Mayflower

New club member looking for and wishing to buy a

TRIUMPH MAYFLOWER

If any members are wanting to sell your car and want it to go to a new home then please contact me.

My name is Dick Kent, I live near Rye in East Sussex and am seriously looking for a car that runs, has an MOT, and doesn't require too much attention. The idea is to use, drive and enjoy the car long term.

Please phone 01797 280081 or email alick.08@btopenworld.com

Letters**The mysterious red wire**

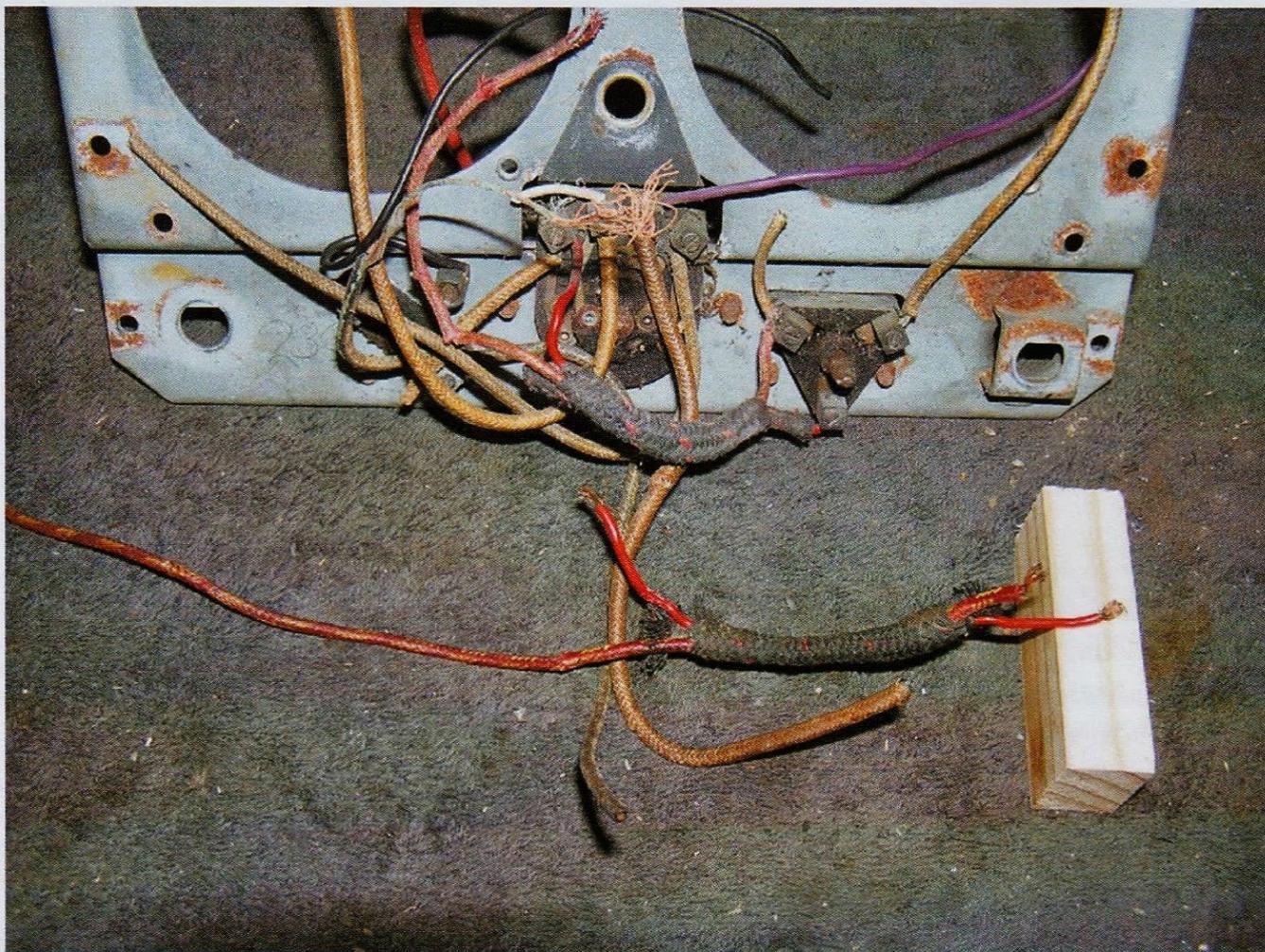
Dear John,

When dismantling the car and noting the wiring, there was a unique red wire behind the dash that stood out. Unique because it was not cloth bound, just a wire in red coating that was pushed through the cloth covering of the original harness.

It ran from the ignition/light switch "G" to the dash lighting and roof switch instead of from ignition/light switch "A" as shown on every wiring diagram that I have.

We obtained a second dash panel for parts and it also had the non original "red" wire. The picture attached shows both of them.

I think what this does is eliminate the chance of leaving the interior lights on while the car is not running as the source of power is now through the ignition switch, but I don't know.



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TT20192 has a new wiring harness wired exactly per the wiring diagram and the first thing I noticed was that I could leave the car with the interior lights on.

The questions are: why use non cloth bound wiring and not update the wiring diagram? Or is this just a coincidence or done just in the States?

*Regards Russ Hoenig (1035)
Summerville, PA, USA*

PS — Upper radiator hose can easily be made from a Dayco 71790. Got one from Summit Racing for under \$10.

Letters

Washington Drive In

Dear Nico,

Here are some pictures are from "Cle Elum Washington All Triumph Drive In" and the start of the drive on the Saturday. The hardest part of the 236 mile drive was a 4100 foot climb, Lady May struggled to keep up a respectable 40-45 mph always going up, and up, and up!

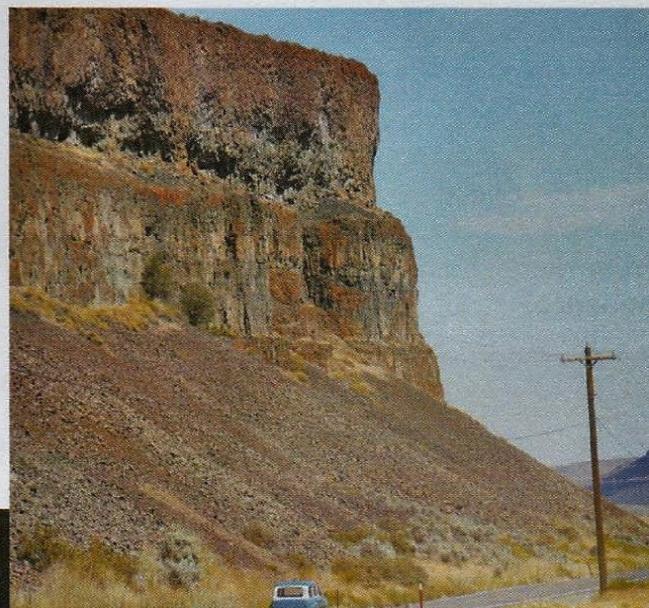
It was hot but she did very well. The group shot was of our four car grouping so we could stay together as a group. The standard 10 wagon along with two Heralds. The Standard 10 guided us all the way through the wonderful country side.

One Herald decided to turn back part way through the drive while the other one motored passed us because we were too slow on the hill climb. Over the three days we racked up just over 700 miles on the Lady May.

Many thanks
Larry and Linda Spouler
Vancouver, Canada



PS -- Also met up with the second owners of the car this weekend at a local car show. They bought the car from a little old lady the original owner in 1982 in Nova Scotia at Dartmouth Motors, and then brought her out west and sold her off at auction in 1998 where a tool company acquired her and made her a wallflower! Then we bought her eight years later and took three more to get her on the road.



National Rally report

by John Castle, Rally Secretary

THIS YEAR OUR annual Rally was held at Blenheim Palace where we joined forces with the Triumph Renown Club. The weather was kind although a bit blustery.

We were all set up and raring to go by 11 o'clock. Our spot was on a main route through the grounds and interest was shown by many people as they passed by — recalling many memories for the older visitors and disbelief by the younger generation.

There were only five cars in the Mayflower section but the Renowns had three times this number and despite this we intermingled and swapped many tips.

They were very welcoming and helpful seeing as it was my first year as Rally Secretary. I would like to say a big "Thank You" to Chris Hewitt the Renown Chairman, also to Howard Pryor our Chairman, for all their help and guidance.



Next year we hope to meet up again with the Triumph Razoredge Club and hopefully for maximum convenience this will be back in the Midlands.



The awards to be won on the day

We had the usual tombola stall which managed to make £50.00 towards rally funds. Many thanks to all those who kindly donated a bottle.

Our competition winners for this year were:
Concours d'elegance — Malcolm Barnsley (LKV 558).

Top Three — Ray Horsfall (KWK 994); Paul Norton (HTH 719); John Castle (ODV 692)

Back Seat — Emma Gee (MLJ 958)

Distance Winner — Malcolm Barnsley, 125 miles.

Our Life President's



Our Mayflower cars lined up front and back

I will try to get things more organised for that occasion and I hope to see and meet many more of you there. Well done to all of you who did attend and

also many thanks to those who would have liked to attend but E-mailed me to say circumstances had made this impossible.



team Talbot and some of the Renowns attending the rally

Letters**Romanian conversion . . .**

Dear Mayflower Enthusiast,

About a year ago I bought a pre-war racing car and as a bonus I got a Mayflower with it! The racing car is able to do 125 mph +, roadworthy and a lot more fun to drive, sorry.

The Mayflower is a cute car, but the tyres were bad and some other little issues. Getting it okay, would be too time consuming and not cost effective. Apart from that I would have to leave it in the open air after that. So the wisest was to get rid of it. Virtually no one was interested, though it was priced to sell. Eventually it was sold to Romania .

In the pictures you can see what they did to it. Judging from them it was very well done but for the genuine collector it is another car lost.



*Best Regards
Ron*



The ugly thoughts of James May!!

Dear Club Members,

Every time we take the duchess out for a spin people comment on her classy looks and personality. As we all know Mayflowers are always fun to drive. I enclose an article from that great car expert James May. What planet is he on?

*Neil Tweddell (507)
London*

Part of the James May article published in the Daily Telegraph

"The Ford Edsel had an unfortunate nose and the AMC Pacer had an unfortunate backside. But the Mayflower was ugly to its roots.

Look at it, if you can bear to. Its details are ugly, its overall proportions are ugly, its very concept -- as a car to appeal to Americans who believed they were directly descended from the Pilgrim Fathers -- makes one shudder. I've never driven one, but I'm fairly confident it doesn't have an interesting personality, either."

A 4-speed Mayflower

by Bard Nielsen, Norway

AS WE KNOW, the Mayflower engine was the final flowering of the small 100 mm stroke engine design introduced by Standard in 1937. Pre-war, it was used in the Flying Nine ($60 \times 100 = 1,131$ cc), the Flying Ten ($63.5 \times 100 = 1,265$ cc), and from July 1938 in the new 3-speed Flying Eight ($57 \times 100 = 1,021$ cc). The latter was the only version reinstated after the war, with a slightly smaller bore, $56.7 \times 100 = 1,009$ cc, and a 4-speed gearbox. It lasted till July 1948.

One would believe that such a long-stroke design was dead by then, as taxation on the RAC HP formula was gone by 1947 but no, the engine reappeared a year later, in re-engineered form and with a water pump, to power the Mayflower. This was obviously only a stopgap, as the new small short-stroke ohv engine was not yet ready. In many other ways the Mayflower was indeed a testbed for the new small Standard Eight to appear a couple of years later but this is beside the point in this context.

My involvement with the Mayflower engine comes about as follows: I've always been fascinated by the Flying Standard Eight, as I like cars with separate chassis frames, independent front suspension and free-standing headlamps. I have in fact collected bits and pieces for it for over three decades (including two dismantled cars), and bought a 1939 Tourer to restore two years ago.

The car will be restored to satisfy the regulations of our recently established speed hill-climb club and these regulations allow the use of any version of the original engine design, also any gearbox that the model was ever fitted with. Besides, the hill climb is run on a handicap basis to allow any car and model to become competitive and the handicap is calculated on the car's original technical specification, not on its actual setup.

This is what makes the Mayflower engine so attractive to me, its 1,247 cc and 38 bhp will give me an advantage over the handicapper, who makes his calculations based on 1,021 cc and 31 bhp. For a mountainous country like

Norway, a water pump is always desirable, hillclimb or no hillclimb. Besides, the Mayflower engine has some improvements to its oiling arrangements compared to the earlier Standard versions also desirable features.

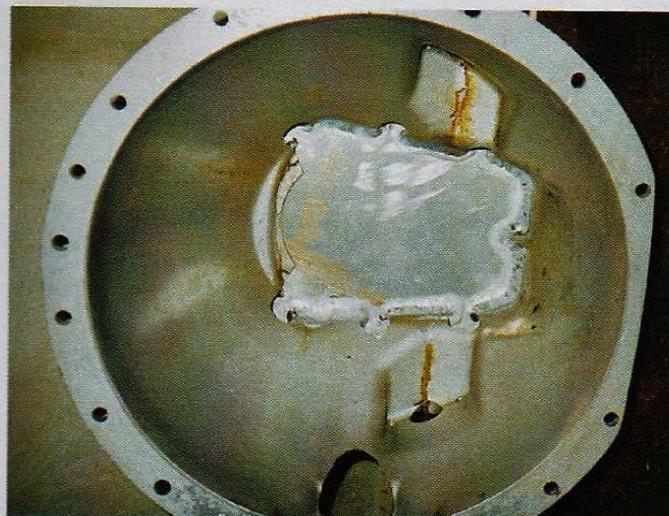
And now the gearbox: except for the first motion (input) shaft, the post-war Eight 4-speed gearbox is the same as the one used in the Standard 12 and 14, as well as the Triumph 1800s, with a steering column change. This box was also used by Jaguar and for a short while by Lea-Francis, then with a very nice remote control cover, incorporating a short and sporty gearlever. This is the box that I wanted to mate up to my Mayflower engine and this is where my headaches started!

With future racing starts in mind, I wanted to retain the 7 1/4 inch Mayflower clutch. The pre-war Flying Ten also used this size clutch, so I first had in mind using a Flying Ten bellhousing to mate up the gearbox to the engine but this was not to be.

All the Standards use a flywheel with a slightly smaller diameter than the Mayflower, with 90 teeth, against the 117 on the Mayflower. For this reason the bolt circle diameter on the Mayflower bellhousing and engine is slightly larger than any of the Standards thus, the only bellhousing that fits a Mayflower engine is the Mayflower one!

Luckily, I had two Mayflower gearboxes. I stripped out all the internals of one and cut away the gearbox part from the bellhousing. Then I had the end milled to a total height 174 mm - this also removed the partitioning wall between the clutch and gearbox compartments.

So far so good but the shape of the new rear opening revealed that the gearbox mounting bolts (3 pairs 7/16 BSF) would foul the side



walls at the rear. Thus, I had to mill away recesses in the side walls to make space for the bolts, which I changed from being hex-head to being Allen-key sockets, to save space. Then, onto the rear face of the bellhousing I welded on a 12 mm thick aluminium plate, cut to a shape to match both the bellhousing and the front face of the gearbox. The finished length (or depth, if you like) of the bellhousing was to be 184 mm, leaving me a 2 mm margin for final machining.

The three side slots either side of the bellhousing milled to clear the bolt heads looked rather ungainly after the new end plate had been welded on, so I cut up some 2 inch aluminium pipe to cover up these holes from the outside.

When these had been welded in position the new Mayflower bellhousing was beginning to take shape and looked reasonably professional. All that now remained was to bore out the centre hole in the new rear plate, as well as the 2 x 3 bolt holes.

For proper alignment, this centre hole needs to be exactly on the same centre line as the original hole for the Mayflower first motion shaft bearing. In order to preserve that centre we had early on machined a very small circular cut on the inside of the engine face of the bellhousing, centered on this original bearing hole.

Thus, into the milling machine goes the new bellhousing, to have its final cuts. Were my worries now over? No way. It turned out that all the welding carried out had warped the bellhousing, so that our original cut to maintain the centre throughout was not longer true, far from it. The circle had become elliptical, by as much as 2mm and wasn't even symmetrical! Had all my trouble been in vain?

Luckily, at this stage my machinist came to my rescue. He suggested we re-establish the bellhousing centre line based on the two dowel holes, on the basis that its the dowels that decide the alignment and the free holes for the bolts may be filed to make them oblong in any wanted direction.

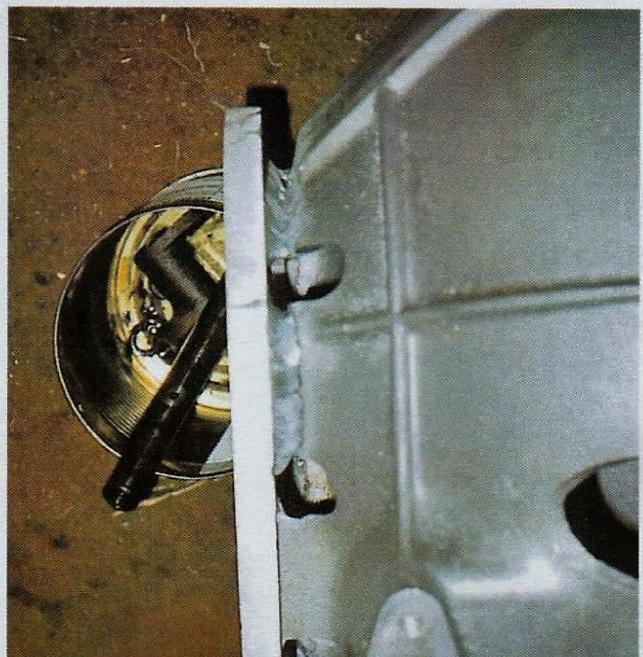
Luckily, the starter motor is not bolted to the bellhousing but to the rear engine plate, so the starter pinion meshing is retained regardless of what happens to the bellhousing. At long last I had a bellhousing to enable me to build a Mayflower engine mated to a 4-speed remote-control Standard/Jaguar gearbox!



All this work took place over a couple of years as a side-show while I was restoring a 1950 Lea Francis 2 ½ litre Sports, which is yet to be completed. Thus, my hill-climb Flying Standard Eight has had to wait in the wings, and will have to wait another year before being brought into my garage limelight.

But I'm confident I shall be beating the handicapper in due time!

PS — One of the problems about interchangeability of parts between the Mayflower and the earlier Standard versions of this engine is that part of the re-engineering for the Mayflower comprised a change from BSF to UNF (= SAE) threads throughout. Thus all parts containing threads of any sort were given new part numbers, regardless of whether the part was identical in all other respects. This makes for much trial and error in deciding interchangeability.



Letters

Made it to Strawberry Fair

Dear John (Oaker),

All the winter work is completed, time for its first run. A journey through the Essex countryside of about 20 miles. All seemed okay, the last few miles to go, then got stuck behind a very slow car so I see my opportunity to overtake.

Up to 50 mph, overtake, have to slow down coming to a 30 mph speed limit into Brentwood and home.

Before getting out I look at the temperature gauge which is going up rapidly. After cooling down I whip out the thermostat, that's okay. I know that the radiator and block are alright having been flushed.



Blown head and gasket

Then checked the timing with the timing light, that's okay. The only other explanation is the head gasket. I removed the head and found a blown gasket and head.

I then removed the head from an engine that I am reconditioning, fitted a new head gasket and fiddled okay. Next journey was to a local show and autojumble and she was running alright.

The MoT was due in 10 days, everything was fine except when testing the dip switch for the headlights which didn't work. After a lot of checking I found a blown cable from the light switch to the dip switch which I replaced and cleaned. On returning to the MoT station I noticed that the coil was getting a bit hot as it is mounted over the engine. I will adapt when I get the chance.

Unfortunately being the Secretary of our local Royal Naval Association I have quite a few functions to go to. I had entered the car for the Brentwood Strawberry Fair. It's a short run so it should be okay.

Arriving at the starting point I found out that the short concourse run was now a long one, all round Brentwood district and back! Thank goodness I was the last but one car, the last being the Mayor's Jaguar (she was in another car).

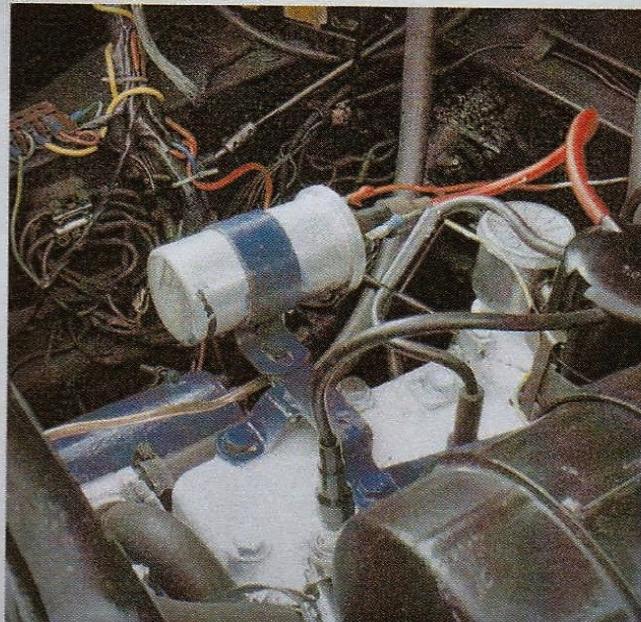
Yes, you are right the coil overheated! Lots of stops and goes through traffic. I got pushed round a corner at the traffic lights by the Mayor's chauffeur, then phoned the wife to bring my spare coil which I fitted away from the engine with one nut and bolt.

She started first time and I eventually made it to the show just as the others were arriving. I have now made a bracket to take the coil away from the engine head. Never a dull life with a Mayflower!

The Strawberry Fair in Brentwood attracts over 2,000 people plus 50 to 80 cars, it is Brentwood's big summer attraction. It has a marque with plays, dancing and local bands. Also organisations, such as ex military and local clubs have stands, so I had to be there!

I have written this article in response to Glenn Grosskleg's one in the last *Flower Power* in which he requested other members to write in about their Mayflower experiences, good or bad!

*Regards
Gerry Hacker (978)*



Extended coil bracket

Ripon Old Cars Rally

**held at Ripon
Racecourse on July 24**

by Peter Benfield

THIS ANNUAL gathering was held on possibly the hottest day of the summer with glorious sunshine throughout the day.

The first Mayflower to arrive was that belonging to Robert Hustwick and his son from Haworth, near Keighley. He was followed by Brian Redshaw in BDX 929, towing his son's

MAC 569 which had been off-loaded from a trailer being in a non-road worthy state at the moment, a really gallant effort on their behalf.

Alan and Maureen Kormes arrived soon after, followed by Steve Watts' two-tone Flower from Stanford Bridge, near York.

All five cars were present last year and if Phil Benson and family had made it we would have had a total of six Mayflowers. Commiserations to Phil, who was within 10 miles of the show when overheating problems mad an AA call-out necessary.

Speaking on behalf of all those present, the day was a resounding success. Much useful information passing between members with all contributing to the most successful rally ever with the satisfaction of all proceeds being donated to Cancer Research.



*First Mayflower arrival at Ripon Robert Hustwick's JVJ 170
with the complete line-up of five cars below*



All from an advertisement

Hello Nico,

I am a very new recruit to the ranks of the TMC (No. 1128). I also belong to the "Association of Citroen Enthusiasts" (ACE) here in Western Australia; I own a DS-21 Pallas hydraulic gear shift.

This is the first time I've been touched by the muse, but on this occasion I think I've written far more than you might need! (Edit: we can always use more!!)

I remember seeing my first Mayflower when I was still in short pants. I recall liking the looks of this little gem. A view not always shared by others. What was generally agreed tho', was that Mayflowers were a panel beaters nightmare.

Years passed, I graduated into long pants and into the workforce, and Triumph Mayflowers, never very common, seemed to become extinct.

A few weeks time, God willing, I shall be 71. A time of life when a fellow becomes susceptible to bouts of nostalgia. I saw an advertisement with a nice colour photograph of a Mayflower being offered for sale on the other side of Australia.

I ruminated on this for days (nearer two weeks actually), when finally I could not stand the delicious agony of temptation any longer. I did what I knew I should not do. I telephoned the vendor.

It turned out that the vendor's name was Alan and he started out by giving me some good news. The car had been advertised for some time but mine was the first enquiry.

"Ah ha!!" The advertisement I had read originally said the car had done 30,000 miles, believed genuine. Motor, diff and gearbox were in good order and still had its original paint and chrome.

All sounded too good to be true, and we've heard about things which are too good to be true! From Alan I learned the history of the vehicle, which went something like this:

The car was bought new in Tasmania by a Mr Orr. Mr Orr used the car "sparingly" (Alan's phrase). The family moved to New South Wales where in time the daughter of the house learned to drive the little flower.

When her parents passed on Jenny Orr inherited the car. I found an invoice for extensive mechanical repairs done in 1985. One thing I could not help but notice was that this mechanic charged her for 60 litres of petrol, when the owner's manual says the car holds 40 litres. But one mustn't be too quick to rush to judgment, must one?

Another invoice described a complete refurbishment of the braking system. At some point, probably soon after 1990, Jennifer Orr drove the car into a shed where it sat for the next 20 years. My guess is that the little flower had been in the Orr family for 40 years and Jenny felt disinclined to sell or scrap it.

Alan and a colleague had plans to build a motor museum in the Hunter Valley, which is a wine growing touristy area. His plan failed to come to fruition so Alan set about selling the exhibits he'd gathered for this purpose. "The Mayflower is a good car for a museum. Everybody says they're ugly but everyone wants to have a look." Quote Alan.

Before he could roll the little blossom out into sunshine Alan had to unstick a valve and loosen off the brakes. After a new battery and some fuel the little wonder came to life after a sleep of 20 years.

Price settled

Having settled on a price, something less than the original asking price, the next thing to arrange was the payment of money and transport from the Hunter Valley on the east coast of Australia to the Avon Valley on the West. A journey that should have taken about ten days. But at this time the Eastern States were flooded to an area greater than Europe.

When the car got to Adelaide in South Australia I thought it might have been smooth sailing to Perth but not so. The main East to West highway had been cut off by flooding. More delays this time on the Nullabar Desert (Nullabar = "no trees").

Eventually the little car got to my door (after four weeks and two days) just on sundown. The delivery driver drove it off the back of the truck and very obviously the little car was running on only three of its four pots. Once it was on level ground I got the job of driving it into the shed. Next I noticed the clutch seemed to take up on the last $\frac{1}{4}$ inch. Next I got a small scare when I thought I might hit the back wall of the garage.

The brakes took so much effort. So straight away three things that would require attention! But hey! How often does one buy a 60-year-old barn find without issues?

Over the last couple of weekends I've been on a rust hunt. Everything off and high pressure air and flat bladed screwdriver poked into everywhere I could reach. Very superficial surface rust noted at the rear, in that area Americans call the "beaver tail".

One large heaped dustpan of fine dust removed from each of the front wheel arches behind the splash guards. Under this there was just enough surface rust to dirty one's fingertips. So out with the phosphoric acid followed by black Kill Rust paint, both applied liberally.

Next a mixture of fish oil and Kerosene applied under pressure into the inside of the doors and into the sills and anywhere ever else someone with my level of rust paranoia could think off. A mist of kero and fish oil wafted about like a cloud of tear gas. Had somebody struck a match I might have met St Peter with my shirt tail on fire, but I'm hoping that this mist has found its way into those dark and secret places that the poor motorist doesn't know about till it's too late.

So, in summary. No rust and no accident damage for which I'm grateful. Fixing a car's mechanicals can be costed fairly accurately, but restoring coachwork can lead to penury.

Head gasket problems

At this moment my car is at my friend Alan Friend's garage where head gasket problems have been diagnosed. This might explain why Jenny Orr put her car into mothballs all those years ago.

I was gob-smacked to be told that the brakes were in good condition and did not require attention. English cars of the 50s all had brakes like this according to Alan the mechanic, and he's been in the game for a whole lot of years and would know.

How Mr Black could seriously have expected to sell this underpowered, underbraked little perambulator to the Yanks is beyond me. If you jokers are driving your cars with factory standard brakes, all I can say is your bravery brings tears to my eyes. Me? I've commissioned the fitting of a power booster. And maybe down the track I'll investigate the

fitting of discs. I'm 71. I'm planning on getting to 101.

The clutch I was happy to learn was not worn out. It had been left for some reason, vastly out of proper adjustment. That adjustment has now been put right. Thankfully another bullet dodged.

Rust is a non-issue on this project but the Australian sun has played hell with the paint and anything made of rubber. In places the roof and bonnet look cracked as the bottom of Lake Eyre after 10 years of drought.

Anything made of rubber looks like over-fried bacon. The car arrived with an ugly steering wheel cover, which I removed hoping to find some shiny Bakelite. But this was not to be.

What I got was a shower of something that looked like granulated charcoal. The steering wheel now consists of a hoop of 1/4 inch rod. Fortunately Fred Newman has located the last genuine steerer left on the planet.

So the plan now is to keep worrying at the project every weekend for the next 52 weekends till the little Mayflower blooms again!

*Tony Mondello (1128)
Western Australia*

MAYFLOWER PARTS WANTED

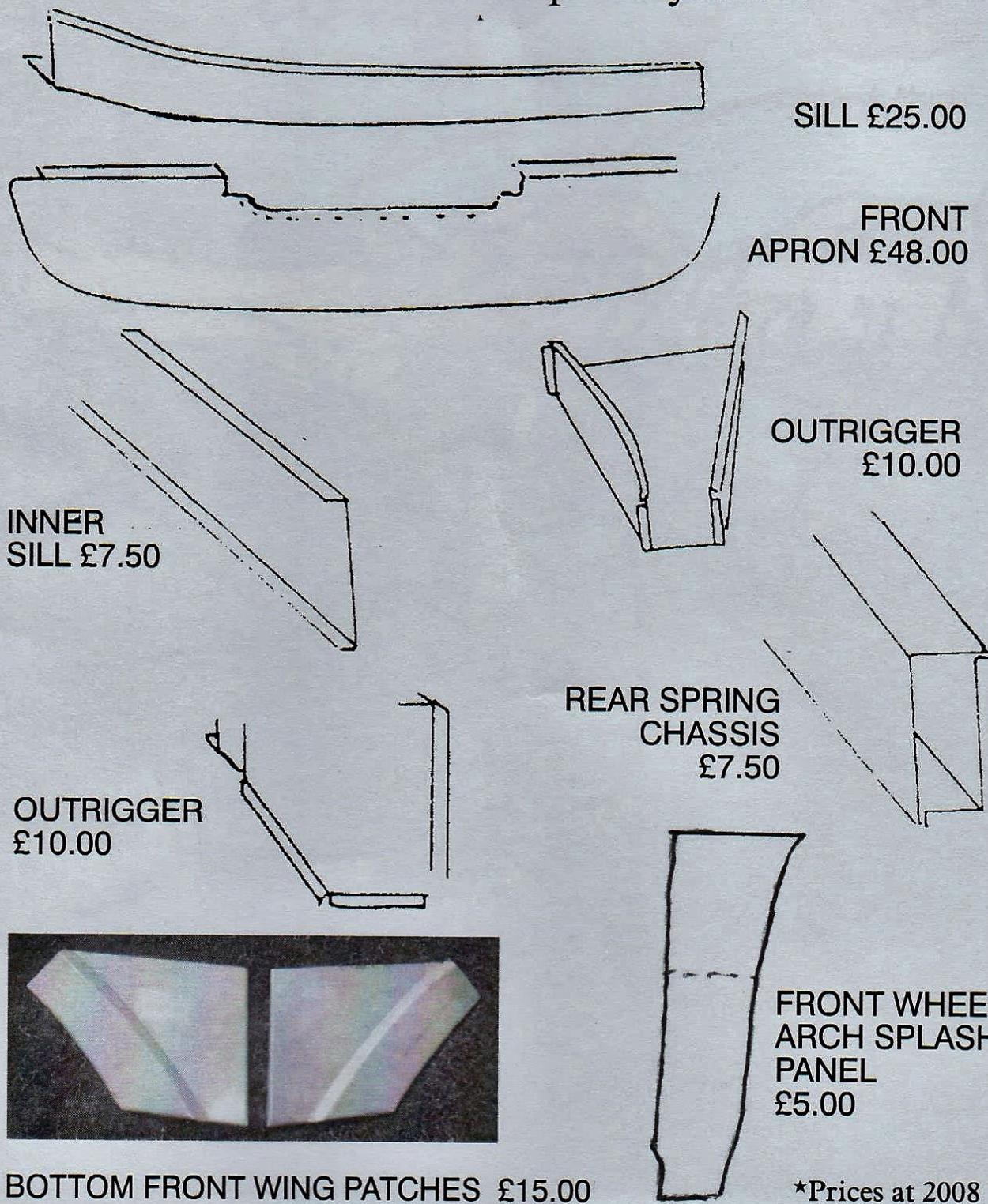
My 1939 Flying Standard Eight tourer will be fitted out with a Mayflower engine and Mayflower brakes to make it competitive in speed hill climbs but I require the following Mayflower parts:

Crankshaft Pulley
Petrol Pump Pushrod
Clutch Release Shaft
Pair Rear Axle Brake Backplates
and Brake Shoes

*Please reply to:
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Tel: + 47 90 14 68 13
E-mail: isidor.nielsen@gmail.com*

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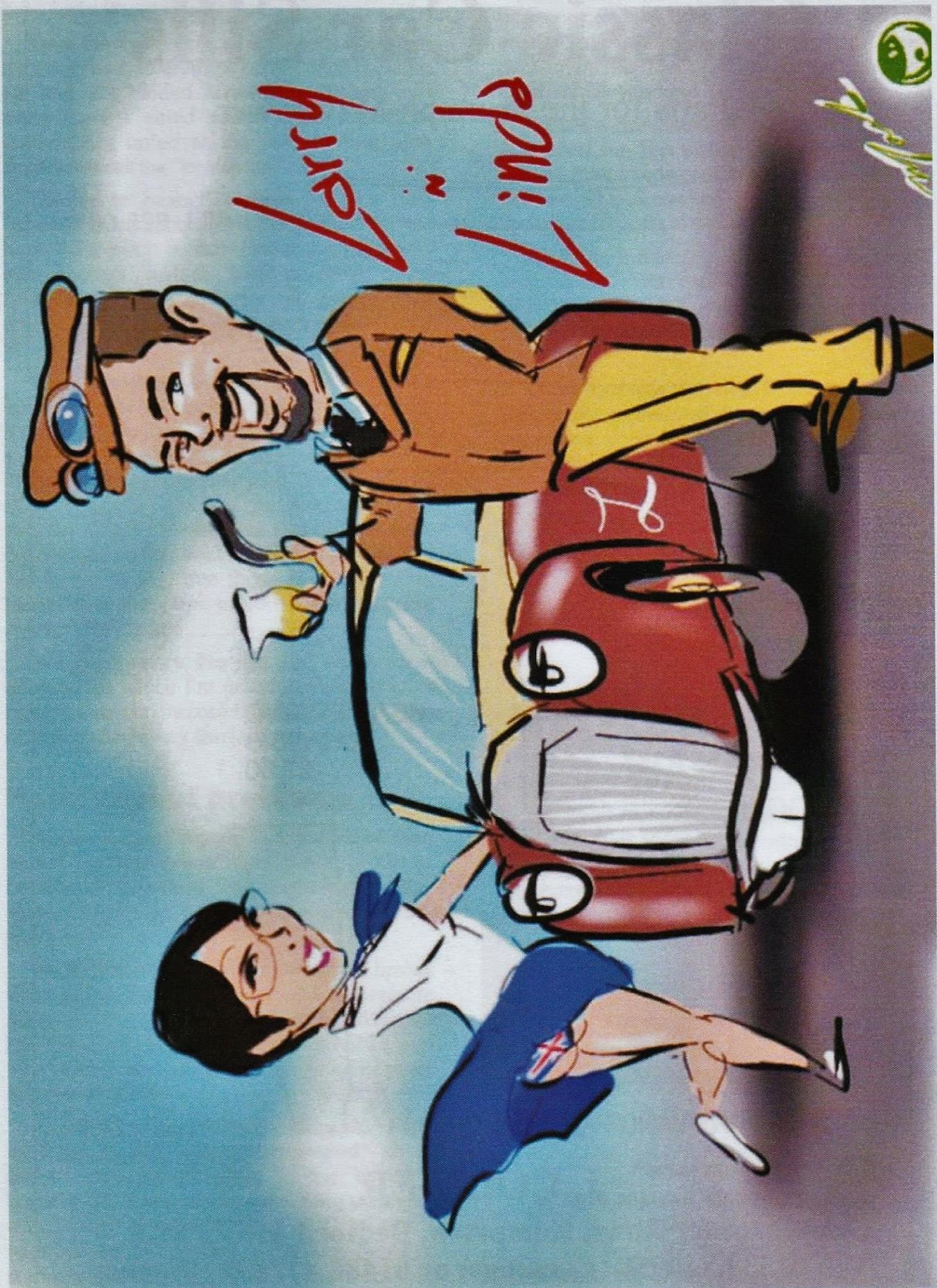
Parts for the Triumph Mayflower



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National Rally report

by John Castle, Rally Secretary

THIS YEAR OUR annual Rally was held at Blenheim Palace where we joined forces with the Triumph Renown Club. The weather was kind although a bit blustery.

We were all set up and raring to go by 11 o'clock. Our spot was on a main route through the grounds and interest was shown by many people as they passed by — recalling many memories for the older visitors and disbelief by the younger generation.

There were only five cars in the Mayflower section but the Renowns had three times this number and despite this we intermingled and swapped many tips.

They were very welcoming and helpful seeing as it was my first year as Rally Secretary. I would like to say a big "Thank You" to Chris Hewitt the Renown Chairman, also to Howard Poytor our Chairman, for all their help and guidance.



Our Mayflower cars lined up front and back

Next year we hope to meet up again with the Triumph Razoredge Club and hopefully for maximum convenience this will be back in the Midlands.

I will try to get things more organised for that occasion and I hope to see and meet many more of you there. Well done to all of you who did attend and made this impossible.



The awards to be won on the day

We had the usual tombola stall which managed to make £50.00 towards rally funds. Many thanks to all those who kindly donated a bottle.

Our competition winners for this year were:
Concours d'elegance — Malcolm Barnsley (LKV 558).

Top Three — Ray Horsfall (KWK 994); Paul Norton (HTH 719); John Castle (ODV 692)

Back Seat — Emma Gee (MLJ 958)

Distance Winner — Malcolm Barnsley, 125 miles.



Our Life President's Sunbeam Talbot and some of the Renowns attending the rally